

# Project Delivery Memo 12-01 – Preservation Project Scope of Work

## FAQs

### GENERAL

#### **Why are we removing the Basic Safety items from our P1-Paving projects?**

The Secretary's Executive Order (E 1082.00) [\*Business Practices for Moving Washington\*](#) establishes the expectation that we maintain our pavement, signing, guardrail, and spot safety assets to optimum levels and manage those assets to reduce life cycle costs and increase useful life. The goal of this asset management approach is to build, preserve, and operate facilities more cost-effectively, with improved asset performance resulting in lower long-term costs, improved performance, and improved cost-effectiveness. Asset management is the best long-term means to demonstrate accountability and to preserve these assets.

#### **The project delivery memo doesn't have a lot of detail about the new policy direction. Will there be more information?**

The project delivery memo is interim guidance until all the program and policy details are worked out. The *Design Manual* will be updated to reflect the new policy. Three separate white papers are being developed to outline our new Guardrail Asset Management, Sign Asset Management, and Spot Safety Programs and recommend the prioritization process for these programs. Scoping instructions on the new sign, guardrail, and spot safety programs are also forthcoming.

### GUARDRAIL

#### **Is the collection and validation of guardrail data at the end of construction funded out of the construction contract or out of the PE phase?**

All guardrail asset data collection at the end of construction will be charged to the construction project.

#### **When do I need to evaluate guardrail height on a P1-Paving project? Is the evaluation charged to the P1-Paving project or the P3-Guardrail program?**

Evaluate guardrail height only on HMA overlay projects. If the overlay results in a guardrail height less than 26 inches, the guardrail height should be adjusted under the P1-Paving project. Construction costs for adjusting the guardrail are to be charged to the **P3-Guardrail Program**. Do not evaluate the guardrail height for projects that will not change the elevation of the roadway (chip seals, mill and fills, etc.).

### SIGNING

#### **What are we doing with permanent signing? Should we be evaluating signing on the P1 project and repairing signs that are falling down, within the clear zone, or have lost reflectivity?**

Permanent signing should not be evaluated under the P1-Paving program. Signs that have reached the end of their useful life will be replaced under the new P3-Signing sub-program. Damaged signs should typically be handled by maintenance under the M Program.

#### **Will the new P3-Signing program replace signs within the limits of P1-Paving projects or will the regions administer P3-Signing funds programmatically?**

The new P3-Signing program will be independent of the P1-Paving projects for location prioritization.  
**How does this change our maintenance and operational programs?**

The project delivery memo does not alter the traditional roles under our Maintenance (M), Preservation (P), or Traffic minor enhancement (Q) programs. Maintenance forces (Program M) are still typically responsible for replacement of damaged signs, and cleaning and washing signs. The preservation program (Program P) is responsible for replacing signs that have reached the end of their service life. Traffic Operations (Program Q) is responsible for adding additional signs or modifying existing signs. Additional signs and signing modifications may also be added under the I2 Safety Programs.

## **SPOT SAFETY**

**Previously, preservation projects allowed for minor spot safety. The project delivery memo appears to exclude any spot safety items. Is that the intent?**

Removing the spot safety work from the preservation projects was a decision made by the Highway Safety Executive Committee. There will be a new I2-Spot Safety program to address the items of work removed from the preservation program (guardrail, signs, and spot safety). The policy direction is being finalized on how spot safety improvements will be implemented. Whether they will be tied to or combined with preservation projects is still being discussed.